The U.S. Waterway System — *TRANSPORTATION FACTS*

Navigation Data Center
U.S. Army Corps of Engineers
December 2003

U.S. Waterborne Traffic by Major Commodities in 2002
(Millions of Short Tons[1] and Change from 2001)

	Domestic							
	Coastwise		Lakewise		Internal		Total	
Commodities[2]	Tons	%	Tons	%	Tons	%	Tons	%
Total[3]	**216.4**	**-3.2**	**101.5**	**1.5**	**608.0**	**-1.9**	**1,021.0**	**-2.1**
Coal	13.1	1.9	19.2	3.7	170.6	.4	222.3	-.2
Coal Coke	**	168.3	0.2	-39.1	4.0	-5.5	4.7	-6.4
Crude Petroleum	51.2	-2.2	**	0	32.7	2.6	85.5	-.5
Petroleum Products	103.1	-8.2	1.9	3.8	112.9	-7.6	263.2	-7.3
Chemical and Related Prod.	13.2	3.7	0.2	5.1	47.6	-.4	73.1	2.8
Forest Prod., Wood & Chips	1.9	.5	**	-.2	6.7	-12.7	9.2	-9.6
Pulp and Waste Paper	**	-13.7	**	0	**	-29.8	0.1	-24.3
Sand, Gravel and Stone	10.2	25.9	28.4	-2.6	81.5	-.4	128.8	-.4
Iron Ore and Scrap	0.3	-19.1	46.8	4.5	10.6	32.9	58.5	8.3
Non-Ferrous Ores & Scrap	0.5	59.7	**	0	6.1	3.5	6.6	7.1
Sulphur, Clay and Salt	**	20.8	0.5	-42.2	6.8	-18.8	7.5	-19.2
Primary Manuf. Goods	8.4	5.7	3.5	1.2	27.1	1.4	42.4	5.2
Food and Farm Products	5.9	1.2	0.3	7.9	91.0	1.0	97.6	1.1
All Manuf. Equipment	8.0	-6.4	**	21.8	5.9	-40.8	14.6	-26.6
Waste and Scrap, NEC	**	**	**	-100.0	1.0	-24.3	2.7	-20.9

	Foreign						Grand Total	
	Inbound		Outbound		Total			
Commodities[2]	Tons	%	Tons	%	Tons	%	Tons	%
Total[3]	**934.9**	**-1.8**	**384.3**	**-3.7**	**1,319.3**	**-2.3**	**2,340.3**	**-2.2**
Coal	15.5	-10.0	42.9	-21.5	58.4	-18.8	280.7	-4.7
Coal Coke	1.2	-54.7	0.3	-68.6	1.6	-58.6	6.3	-28.7
Crude Petroleum	479.3	-2.0	1.2	-10.1	480.5	-2.0	566.0	-1.8
Petroleum Products	130.0	-6.1	58.7	3.1	188.7	-3.4	451.9	-5.7
Chemical and Related Prod.	39.6	-9.7	55.0	.4	94.5	-4.1	167.6	-1.2
Forest Prod., Wood & Chips	7.0	14.8	8.9	-17.5	15.9	-5.7	25.1	-7.2
Pulp and Waste Paper	1.2	7.4	12.7	1.3	13.9	1.8	14.0	1.4
Sand, Gravel and Stone	33.7	13.0	3.7	3.5	37.3	12.0	166.1	2.2
Iron Ore and Scrap	15.5	15.5	11.8	26.8	27.3	20.1	85.8	11.8
Non-Ferrous Ores & Scrap	15.5	-9.4	2.2	-7.7	17.7	-9.2	24.3	-5.3
Sulphur, Clay and Salt	12.1	-31.5	5.3	-13.6	17.4	-26.9	24.9	-24.7
Primary Manuf. Goods	83.9	1.3	14.5	4.4	98.4	1.7	140.8	2.7
Food and Farm Products	32.2	4.5	150.3	-2.8	182.5	-1.5	280.0	-.6
All Manuf. Equipment	54.9	15.0	12.4	-2.6	67.3	11.3	81.9	1.9
Waste and Scrap, NEC	**	0	**	0	**	0	2.7	-20.9

1. ** denotes tonnage less than 50,000 tons or extreme percent change.
2. Commodity abbreviations: Prod. (Products); Sand, Gravel and Stone also includes Soil and Rock; Manuf. (Manufactured); and NEC (Not Elsewhere Classified).
3. Column totals are greater than row sums because of excluded commodity groups. Row totals are greater than column sums because intraport and intra-territory not included.

Geographic Distribution of U.S. Waterborne Activities in 2002

	Coastal[1]	Great Lakes	Inland[2]	Total[3]
Number of Ports Handling				
Over 250,000 Short Tons	112	53	25	190
Domestic Traffic				
Short Tons (millions)	216.4	101.5	608.0	1,021.0
Ton-miles (billions)	263.7	53.7	293.4	612.1
Average Haul (miles)	1,218.5	528.8	482.6	599.5
Foreign Traffic[4]				
Short Tons (millions)	1,259.7	59.6	N/A	1,319.3
Ton-miles (billions)	74.4	34.9	N/A	109.4
Average Haul (miles)	59.1	585.8	N/A	82.9

1. All deep draft (over 12 feet) except Great Lakes and the Columbia River.
2. N/A denotes tonnage not applicable.
3. Domestic Total includes local traffic of 90.0 million short tons, 1.3 billion ton-miles, 14.8 miles average haul and intra-territory traffic of 5.1 million short tons. Ton-miles are not compiled for intra-territory traffic. Total may not equal column sum due to rounding.
4. Ton-miles and Average Haul for Coastal ports are based on the distance transported on U.S. waterways from entrance channels to ports and waterways; and for Great Lakes ports are based on the distance transported on the Great Lakes and St. Lawrence River to the International Boundary at St. Regis, Quebec, Canada.

Corps Dredging Facts

- Corps and contractor owned dredges removed 248.6 million cubic yards (mcy) of material from Corps constructed and maintained channels in FY 2002 at a cost of $922.9 million. This was a 7.4% reduction in cubic yards and a 6.3% cost increase from FY 2001.
- In FY 2002, maintenance dredging accounted for 82% of the quantity dredged and 60% of the cost. The average cost/cy for maintenance dredging was $2.73 while the average cost/cy for new work dredging was $8.27, reflecting a 6% and 35% cost increase from FY 2001.
- Ninety percent ($831.0 million) of all FY 2002 Corps dredging dollars were paid to private dredging contractors who removed 84% (208.9 mcy) of the material dredged.
- In FY 2002, 78 private dredging companies submitted a total of 419 bids for 164 contracts. Awards were made to 46 different companies, 20 large and 26 small businesses. Large and small companies received 96 (59%) and 68 (41%) of the contracts, respectively. Twenty-six companies (56%) won only 1 contract, 16 (35%) won between 2 and 8 contracts, and four companies (9%) won more than 10 contracts.
- The cutterhead pipeline dredge was the most widely used dredge in FY 2002 receiving 57% of the contracts, removing 52% of the contracted quantity and earning 53% of the contract dollars. Hopper dredges removed 32% of the quantity and earned 15% of the contract dollars. Mechanical dredges removed 14% of the quantity earning 31% of the contract dollars. The remaining dredging was performed by a combination of more than one type of dredge.
- The Districts that awarded the most contract dollars in FY 2002 were Los Angeles ($167m) and Jacksonville ($126 m) with New Orleans and Galveston dredging the most cubic yards, 70 mcy and 34 mcy, respectively.

Geographic Distribution of U.S. Waterway Facilities[1]

	Atlantic		Gulf		Pacific	
	Deep	Shallow	Deep	Shallow	Deep	Shallow
Commercial Facilities	1,486	583	1,427	820	1,371	362
Cargo	800	206	828	338	693	154
Service	502	270	496	387	596	171
Unused	184	107	103	95	82	37
Lock Sites[2]	0	14	1	44	2	9
Lock Chambers[2]	0	14	1	44	3	13

	Great Lakes		Inland	Total		
	Deep	Shallow	Shallow	Deep	Shallow	All
Commercial Facilities	600	154	2,361	4,884	4,280	9,164
Cargo	378	78	1,651	2,699	2,427	5,126
Service	170	62	467	1,764	1,357	3,121
Unused	52	14	243	421	496	917
Lock Sites[2]	4	20	136	7	223	230
Lock Chambers[2]	6	20	174	10	265	275

1. Waterways greater than 12 feet (except for the 14–15 foot portions of the Columbia and Snake rivers) are classified as deep draft.
2. Locks, including 5 control structures, owned and/or operated by the U.S. Army Corps of Engineers in 2003.

Lock Facts

- The Corps owned or operated 275 lock chambers at 230 sites in 2002, but only 195 sites with 240 chambers received funding.
- Many of the 230 lock sites serving navigation include multi-purpose dams. For example, 46 lock-associated dams currently produce hydropower.
- In year 2003, 53% of all lock chambers, or 145 chambers, will have exceeded their 50-year design lives.
- Seven of the 275 chambers were built in the 1800's and are operational. The oldest operating locks in the U.S. are Kentucky River locks 1 and 2, built in 1839.
- The Corps lifts over 1.2 miles: The combined lift of all lock chambers owned and/or operated by the U.S. Army Corps of Engineers is 6,498 feet.
- Oregon's John Day Lock has the highest lift of any U.S. lock at 110 feet. This compares to the collective 404 foot lift of all 29 locks on the upper Mississippi River.
- The nation's busiest lock is in Illinois, the Ohio River Lock 52 which moved 93.4 million tons in 2002.
- Two lock sites serving the greatest number of pleasure craft in 2002 were: Hiram M. Chittenden Locks, Seattle, WA which passed 46,824 vessels through two chambers; and Chicago Lock, Chicago, IL which moved 37,366 vessels through one chamber.

Top 20 U.S. Ports Handling Foreign Waterborne In-transits[1] in 2002

(Thousands of Short Tons and Percent of Total Foreign Traffic)

Rank	Port	In-transits			% Total Foreign	Total Foreign
		Inbound	Outbound	Total		
	Total In-transits	**30,363.7**	**4,000.2**	**34,363.9**	**2.6**	**1,319,290.9**
1	Portland, ME	21,957.3	0.0	21,957.3	87.3	25,145.0
2	Brownsville, TX	2,013.5	105.0	2,118.5	67.0	3,159.9
3	New York, NY and NJ	1,107.0	502.3	1,609.3	2.3	69,571.9
4	Long Beach, CA	912.1	320.6	1,232.7	2.4	52,292.0
5	Houston, TX	499.6	422.2	921.8	0.8	115,188.1
6	Miami, FL	418.1	367.6	785.7	10.2	7,705.5
7	Los Angeles, CA	626.1	110.6	736.7	1.6	45,407.8
8	Seattle, WA	294.3	96.2	390.5	2.9	13,470.5
9	Tacoma, WA	171.7	196.4	368.1	2.8	13,170.2
10	New Orleans, LA	214.5	128.9	343.4	0.7	51,762.3
11	Charleston, SC	291.5	49.1	340.6	1.8	18,998.5
12	South Louisiana, LA, Port of	40.2	291.4	331.7	0.4	91,488.4
13	Philadelphia, PA	270.7	28.4	299.1	1.5	20,380.7
14	Savannah, GA	168.2	100.3	268.5	1.4	18,728.1
15	Port Everglades, FL	125.7	83.9	209.6	2.4	8,697.3
16	Palm Beach, FL	106.5	97.3	203.8	11.5	1,778.6
17	Baltimore, MD	175.5	27.9	203.3	0.9	23,634.1
18	Portland, OR	12.6	157.9	170.4	1.1	15,431.1
19	Wilmington, DE	87.8	26.4	114.2	3.3	3,496.1
20	San Juan, PR	93.9	17.5	111.5	2.1	5,307.7

1. Foreign Waterborne In-transits: Commerce shipped in-bond through the United States from one foreign country to another. Inbound enters U.S. via vessel and outbound exits via vessel.

Waterborne Commerce Facts

- In-transit (commerce with a foreign origin and a foreign destination) waterborne commerce of 34.4 million short tons used 71 different U.S. ports in 2002.
- Over 87% and 67% of all foreign traffic in 2002 for Portland, ME and Brownsville, TX, respectively, was in-transit.
- Crude petroleum comprised 62.4% of U.S. waterborne in-transits, while food and farm ranked second with 11.1%, based on weight in 2002.
- The top five U.S. ports ranked by dollar value of foreign traffic for calendar year 2002 were: Los Angeles, CA; New York, NY and NJ; Long Beach, CA; Houston, TX; and Charleston, SC.
- In 2002, 8.3% of all U.S. waterborne commerce by weight was containerized (2.4% of domestic and 12.9% of foreign).
- The Consolidated Port of Hampton Roads exported the largest volume of coal in the U.S., 10.0 million short tons in 2002, down 43.0% from 2001.
- The St. Lawrence Seaway Development Corporation reported 30.0 million metric tons (33.1 million short tons) moving on the Montreal–Lake Ontario section of the St. Lawrence Seaway for calendar year 2002, a 0.9% decrease from 2001.

For Further Information

This fact card provides an overview of information about U.S. ports and waterways for the latest complete statistical year. Statistics are produced by the U.S. Army Corps of Engineers (USACE) Navigation Data Center (NDC). Domestic data are collected by NDC. U.S. foreign tonnage and vessel movements are derived from data provided by the Port Import Export Reporting Service, U.S. Customs Service, U.S. Bureau of the Census, and Statistics Canada. Contact one of the following sites for information on NDC's products and services:

- **Web Site:** Access for up-to-date statistics:

  www.iwr.usace.army.mil/ndc

- **NDC:** Port, waterways, lock and dock infrastructure data; lock performance; dredging statistics; and water transportation summary materials.

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- **Waterborne Commerce Statistics Center:** Commercial movements of foreign and domestic cargo and vessels; and U.S. vessel and vessel operator statistics.

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  P.O. Box 61280
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User feedback is essential for USACE to meet current needs. Provide comments to Director, Navigation Data Center, 7701 Telegraph Road, Alexandria, VA 22315-3868, Fax: 703–428–6047, or e-mail: CEIWR-NDC.WEBMASTER@usace.army.mil.

Leading U.S. Ports in 2002

(Millions of Short Tons[1] and Percent Change from 2001)

Rank	Type[2]	Port	Domestic		Foreign		Total	
			Tons	%	Tons	%	Tons	%
1	C	South Louisiana, LA, Port of	124.9	6.9	91.5	-4.4	216.4	1.8
2	C	Houston, TX	62.4	-3.2	115.2	-4.5	177.6	-4.0
3	C	New York, NY and NJ[3]	64.9	-7.5	69.6	-6.0	134.5	-6.7
4	C	Beaumont, TX	18.2	6.0	67.7	9.3	85.9	8.6
5	C	New Orleans, LA	33.2	-5.9	51.8	2.9	85.0	-.7
6	I	Huntington, WV, OH, KY	81.1	5.7	0.0	0	81.1	5.7
7	C	Corpus Christi, TX	21.4	-9.4	50.6	-6.2	72.0	-7.2
8	C	Long Beach, CA	15.6	-3.1	52.3	1.4	67.9	.3
9	C	Baton Rouge, LA	39.6	-2.7	20.9	1.4	60.6	-1.4
10	C	Plaquemines, LA, Port of	35.8	-4.1	23.3	-.3	59.1	-2.6
11	C	Texas City, TX	16.1	-11.5	39.2	-11.2	55.2	-11.3
12	C	Los Angeles, CA	6.8	5.9	45.4	1.0	52.2	1.6
13	I	Pittsburgh, PA	52.1	-1.8	0.0	0	52.1	-1.8
14	C	Valdez, AK	50.5	-.9	**	68.9	50.5	-.9
15	C	Tampa, FL	31.8	12.2	16.6	-5.0	48.4	5.7
16	C	Lake Charles, LA	20.1	-4.0	27.4	-14.1	47.5	-10.1
17	C	Mobile, AL	21.9	8.6	24.2	-13.7	46.0	-4.4
18	L	Duluth-Superior, MN and WI	29.7	11.9	14.5	8.9	44.2	10.9
19	C	Baltimore, MD	15.2	-9.2	23.6	-6.8	38.8	-7.7
20	C	Philadelphia, PA	13.7	2.2	20.4	-38.1	34.1	-26.5
21	I	St. Louis, MO and IL	32.6	-5.3	0.0	0	32.6	-5.3
22	C	Pascagoula, MS	11.4	2.8	20.5	10.8	31.9	7.8
23	C	Norfolk Harbor, VA	6.8	-33.9	21.1	-21.9	27.9	-25.2
24	C	Freeport, TX	5.1	-3.2	22.1	-11.2	27.2	-9.8
25	C	Portland, ME	2.0	-2.7	25.1	-4.9	27.1	-4.8
26	C	Portland, OR	11.2	-21.8	15.4	-9.3	26.6	-15.0
27	C	Paulsboro, NJ	8.3	-.7	18.1	40.1	26.4	24.1
28	C	Marcus Hook, PA	9.6	-11.5	15.6	88.9	25.2	31.8
29	C	Charleston, SC	6.0	-2.1	19.0	10.9	25.0	7.5
30	C	Port Arthur, TX	7.5	-2.8	15.2	.6	22.7	-.6
31	C	Richmond, CA	11.6	3.2	10.3	3.2	21.9	3.2
32	C	Port Everglades, FL	12.6	2.3	8.7	-9.6	21.3	-2.9
33	C	Savannah, GA	1.9	-21.3	18.7	10.6	20.7	6.6
34	C	Tacoma, WA	7.4	-9.0	13.2	6.4	20.6	.3
35	L	Chicago, IL	18.8	-2.9	1.6	-38.6	20.4	-7.2
36	C	Boston, MA	7.1	-12.8	13.2	6.5	20.4	-1.1
37	C	Seattle, WA	6.1	8.8	13.5	-9.7	19.6	-4.7
38	C	Jacksonville, FL	8.2	-7.2	9.7	8.2	17.9	.5
39	L	Detroit, MI	12.9	5.2	4.4	-6.7	17.3	1.9
40	C	Honolulu, HI	11.8	.1	4.9	1.4	16.6	.4
41	I	Memphis, TN	16.4	-3.0	0.0	0	16.4	-3.0
42	C	Anacortes, WA	12.8	-13.3	2.6	28.0	15.4	-8.4
43	L	Two Harbors, MN	14.8	24.7	0.1	0	14.9	25.4
44	L	Indiana Harbor, IN	13.3	3.8	0.5	-30.9	13.8	1.9
45	I	Cincinnati, OH	13.0	-7.7	0.0	0	13.0	-7.7
46	C	Oakland, CA	3.0	92.5	9.5	-11.7	12.5	1.5
47	C	San Juan, PR	7.1	-6.9	5.3	1.8	12.4	-3.3
48	L	Cleveland, OH	9.1	-1.3	2.3	-14.9	11.4	-4.4
49	C	Newport News, VA	6.2	-13.8	5.1	-23.5	11.3	-18.5
50	L	Toledo, OH	5.6	22.5	5.6	-7.4	11.1	5.5
51	L	Presque Isle, MI	8.6	13.1	2.0	6.3	10.6	11.8

Continued on the next panel

Leading U.S. Ports in 2002 — *continued*
(Millions of Short Tons[1] and Percent Change from 2001)

Rank	Type[2]	Port	Domestic		Foreign		Total	
			Tons	%	Tons	%	Tons	%
52	L	Conneaut, OH	5.4	40.1	5.1	-23.4	10.5	-.1
53	C	New Castle, DE	7.2	39.4	3.2	-6.3	10.4	21.3
54	C	New Haven, CT	6.6	-3.0	3.6	15.0	10.1	2.7
55	L	Ashtabula, OH	4.5	-12.7	5.4	-7.7	9.8	-10.0
56	C	Matagorda Ship Channel, TX	2.9	14.0	6.7	2.2	9.6	5.5
57	L	Gary, IN	9.1	6.4	0.4	7.7	9.5	6.5
58	C	Galveston, TX	3.9	-23.7	5.2	33.1	9.1	1.1
59	C	Miami, FL	1.2	11.0	7.7	3.9	8.9	4.9
60	L	Burns Waterway Harbor, IN	6.6	-3.4	2.0	6.4	8.6	-1.3
61	L	Calcite, MI	7.2	-1.3	1.4	33.5	8.6	3.1
62	C	Providence, RI	5.3	-7.6	2.9	-10.6	8.2	-8.7
63	I	Louisville, KY	7.9	-13.1	0.0	0	7.9	-13.1
64	L	Stoneport, MI	7.3	-8.3	0.2	6.6	7.5	-7.9
65	C	Nikishka, AK	3.7	10.5	3.5	17.0	7.2	13.6
66	C	Albany, NY	5.5	-.6	1.3	-23.4	6.8	-5.9
67	L	Lorain, OH	6.3	-16.5	0.4	18.0	6.7	-15.2
68	C	Vancouver, WA	2.0	-9.8	4.6	-4.3	6.6	-6.1
69	C	Wilmington, NC	3.4	14.2	3.1	-3.8	6.5	4.8
70	C	Kalama, WA	0.8	-34.7	5.6	3.2	6.4	-3.8
71	C	Camden-Gloucester, NJ	2.1	-15.0	4.0	53.1	6.1	19.8
72	C	Barbers Point, Oahu, HI	3.6	-7.7	2.4	9.4	6.0	-1.5
73	I	St. Paul, MN	5.6	20.3	0.0	0	5.6	20.3
74	L	Port Inland, MI	5.0	-2.8	0.6	-49.8	5.6	-11.1
75	L	Silver Bay, MN	4.8	12.1	0.1	0	4.9	14.3
76	C	Brownsville, TX	1.6	-12.3	3.2	37.4	4.7	15.6
77	C	Victoria, TX	4.7	.0	0.0	0	4.7	.0
78	C	Longview, WA	0.8	74.1	3.9	24.6	4.7	31.1
79	L	Escanaba, MI	4.6	-33.7	**	25.9	4.6	-33.4
80	C	Bridgeport, CT	3.2	-6.4	1.5	19.8	4.6	.6
81	L	St. Clair, MI	4.5	-7.1	0.0	0	4.5	-6.5
82	C	Wilmington, DE	1.0	-23.2	3.5	-31.9	4.5	-30.2
83	L	Sandusky, OH	1.2	-18.8	3.3	2.6	4.5	-4.2
84	I	Vicksburg, MS	4.2	-10.6	0.0	0	4.2	-10.6
85	C	Port Manatee, FL	1.0	-26.2	3.2	33.5	4.2	11.3
86	I	Nashville, TN	4.2	-12.8	0.0	0	4.2	-12.8
87	C	Portsmouth, NH	0.6	10.1	3.5	-10.2	4.1	-7.6
88	C	Palm Beach, FL	2.2	.1	1.8	39.3	4.0	14.3
89	C	Port Canaveral, FL	1.1	-24.1	2.8	-1.1	4.0	-9.1
90	I	Mount Vernon, IN	3.8	27.2	0.0	0	3.8	27.2
91	L	Marine City, MI	3.7	-4.8	**	26.4	3.7	-4.7
92	C	Ponce, PR	0.1	-35.9	3.6	17.0	3.7	15.3
93	I	Kansas City, MO	3.6	-16.4	0.0	0	3.6	-16.4
94	C	Kahului, Maui, HI	3.5	-2.3	0.0	-100.0	3.5	-6.4
95	C	Fall River, MA	2.4	-11.5	0.9	52.6	3.4	.3
96	L	Marblehead, OH	3.1	17.3	0.3	-29.8	3.4	11.5
97	L	Alpena, MI	3.0	-3.2	0.2	33.7	3.2	-1.5
98	L	Port Dolomite, MI	2.7	-5.5	0.4	2.6	3.1	-4.5
99	C	Kivilina, AK	1.6	18.9	1.5	14.1	3.1	16.5
100	L	Milwaukee, WI	1.7	-1.2	1.4	-13.7	3.1	-7.3

1. ** denotes tons of less than 50 thousand.
2. Type code depicts the location of the port as Coastal (C), Great Lakes (L), or Inland (I).
3. Foreign tons adjusted for CY 2001.

Domestic Traffic for Selected U.S. Inland Waterways in 2002

(Millions of Short Tons, Billions of Ton-miles[1] and Change from 2001)

Waterway	Length (miles)	Tons		Ton-miles		Trip[2] Ton-miles	
		2002	%	2002	%	2002	%
Atlantic Coast							
Atlantic Intracoastal Waterway, VA-FL	793	1.9	-26.1	0.1	-9.3	0.2	-24.8
Intracoastal Wtwy, Jacksonville to Miami, FL	349	0.5	-43.2	**	-27.9	**	-12.2
Gulf Coast							
Bayou Teche, LA	107	1.6	-9.3	0.1	-4.3	0.6	-1.7
Black Warrior and Tombigbee rivers, AL	449	19.0	0.5	3.5	9.0	6.6	0.3
Chocolate Bayou, TX	13	2.9	-14.0	**	-14.1	0.8	-8.5
Gulf Intracoastal Waterway, TX-FL	1,109	107.7	-4.0	17.4	-3.3	52.1	-6.0
GIWW: Morgan City-Port Allen Route, LA	64	20.8	-10.6	1.3	-10.6	19.6	-9.6
Petit Anse, Tigre, Carlin bayous, LA	16	2.2	-27.8	**	-30.8	2.6	-29.8
Tennessee-Tombigbee Waterway, AL and MS	234	6.2	-8.1	1.2	-10.2	3.6	-12.4
Mississippi River System							
Allegheny River, PA	72	2.8	-4.6	**	-13.5	1.1	-18.6
Atchafalaya River, LA	121	10.7	-7.3	0.7	-7.0	7.2	0.2
Big Sandy River, KY and WV	27	25.1	3.7	0.2	3.4	6.6	-11.9
Cumberland River, KY and TN	381	22.6	-2.5	2.6	7.2	9.7	-7.6
Green and Barren rivers, KY	109	10.4	33.9	0.7	43.2	5.5	42.3
Illinois Waterway, IL	357	43.0	-1.0	8.6	-1.1	43.7	-0.2
Kanawha River, WV	91	19.2	-13.2	1.3	-13.2	8.6	-18.5
McClellan-Kerr Arkansas R. Nav. Sys., AR/OK	462	11.9	6.2	2.5	4.8	6.9	4.6
Mississippi River Mpls, MN to Mouth of Passes	1,814	316.2	-0.1	182.3	1.3	237.6	0.2
Minneapolis, MN to Mouth of Missouri R.	663	84.1	6.7	16.9	17.4	94.9	7.5
Mouth of Missouri R. to Mouth of Ohio R.	195	121.5	2.0	20.5	4.1	128.3	4.2
Mouth of Ohio R. up to Baton Rouge, LA	720	198.3	-1.2	121.9	-1.0	210.7	0.3
Baton Rouge up to New Orleans, LA[3]	130	222.4	1.1	17.4	0.5	195.2	0.4
New Orleans, LA to Mouth of Passes[3]	106	114.8	-1.6	5.5	2.4	66.7	-5.2
Missouri R. (MO, KS, NE & IA) to Sioux City, IA	732	8.3	-15.1	0.4	-27.6	1.1	-28.2
Monongahela River, PA and WV	129	38.2	0.4	1.4	6.2	9.8	27.0
Ohio River, PA, WV, OH, KY, IN, and IL	981	243.2	0.3	57.5	-2.1	128.3	-3.0
Ouachita and Black rivers, AR and LA	332	1.4	-11.5	0.2	-10.2	0.7	6.0
Red River, LA	212	3.7	0.6	0.4	26.1	2.5	9.5
Tennessee River, TN, KY, MS and AL	652	43.9	-8.3	6.7	2.8	25.2	-5.1
Pacific Coast							
Columbia River System, OR, WA, and ID[3]	596	16.5	-18.5	2.3	-23.3	1.8	-21.6
Columbia R. and Willamette R. below Vancouver, WA and Portland, OR[3]	113	15.9	-19.4	0.6	-27.4	1.8	-22.3
Vancouver, WA to The Dalles, OR	85	8.0	-18.4	0.6	-19.3	1.8	-22.2
The Dalles Dam to McNary Lock and Dam	100	7.3	-18.2	0.6	-21.1	1.8	-21.5
Above McNary L & D to Kennewick, WA	39	5.1	-24.5	0.2	-23.4	1.4	-25.4
Snake R. (WA and ID) to Lewiston, ID	141	4.3	-24.0	0.3	-26.5	1.3	-25.2
Willamette R. above Portland, OR	118	1.6	1.4	**	-40.3	0.1	19.5

1. ** denotes ton-miles of less than 50 million.
2. Internal and intraport tons times total distance from origin to destination.
3. Includes coastwise entrance channel miles for tons and ton-miles but not for trip ton-miles.

U.S. Waterborne Traffic by State in 2002[1]

(Millions of Short Tons and Change from 2001)

		Domestic		Foreign		Total[2]	
Rank	State	Tons	%	Tons	%	Tons	%
1	Louisiana	269.2	-1.4	215.7	-3.3	484.9	-2.3
2	Texas	117.1	-3.5	325.1	-2.5	442.3	-2.8
3	California	45.9	3.2	144.2	1.5	190.1	1.9
4	Florida	70.6	1.4	51.9	-.4	122.5	.6
5	Illinois	118.7	-1.2	1.7	-37.3	120.3	-1.9
6	Ohio	96.6	3.1	22.8	-12.0	119.4	-.1
7	Pennsylvania	75.2	-2.8	40.2	-16.0	115.3	-7.8
8	New Jersey[3]	50.0	-8.6	44.6	34.8	110.1	10.9
9	Washington	53.7	-7.9	47.2	1.2	100.9	-3.9
10	Kentucky	100.1	-1.0	0.0	0	100.1	-1.0
11	New York[3]	52.0	-4.1	36.1	-28.3	88.1	-15.8
12	West Virginia	80.1	.8	0.0	0	80.1	.8
13	Michigan	59.3	-4.8	14.4	1.2	73.8	-3.7
14	Indiana	68.6	.9	2.9	-2.7	71.5	.7
15	Alaska	59.2	.5	8.3	-.9	67.5	.4
16	Alabama	42.7	6.1	24.2	-13.7	66.9	-2.0
17	Minnesota	42.4	14.9	5.4	-23.9	47.8	8.6
18	Mississippi	24.8	-2.7	22.9	10.4	47.7	3.2
19	Virginia	19.3	-24.4	28.2	-22.4	47.5	-23.2
20	Maryland	21.2	-8.8	26.1	-2.1	47.3	-5.2
21	Tennessee	46.2	-1.2	0.0	0	46.2	-1.2
22	Wisconsin	31.3	7.8	11.2	32.9	42.5	13.4
23	Delaware	19.8	11.2	18.8	-3.0	38.6	3.8
24	Virgin Islands	16.7	-12.6	21.8	-5.9	38.5	-9.0
25	Oregon	14.3	-17.6	17.4	-5.9	31.7	-11.6
26	Missouri	30.0	-13.4	0.0	0	30.0	-13.4
27	Maine	2.9	-2.4	26.3	-5.0	29.1	-4.7
28	South Carolina	6.0	-1.8	20.5	10.5	26.5	7.5
29	Massachusetts	10.7	-13.9	15.4	9.9	26.1	-1.2
30	Puerto Rico	10.4	-2.3	13.9	9.6	24.3	4.2
31	Georgia	2.1	-24.5	21.2	9.9	23.3	5.6
32	Hawaii	15.4	-.7	7.3	-4.7	22.6	-2.1
33	Connecticut	12.5	-9.6	5.1	15.2	17.6	-3.6
34	Iowa	16.7	16.7	0.0	0	16.7	16.7
35	Arkansas	13.2	13.1	0.0	0	13.2	13.1
36	North Carolina	4.7	1.2	5.0	-17.3	9.7	-9.3
37	Rhode Island	5.3	-7.9	3.1	-8.1	8.4	-8.0
38	Oklahoma	4.4	7.4	0.0	0	4.4	7.4
39	New Hampshire	0.6	10.1	3.5	-10.2	4.1	-7.6
40	Kansas	1.7	-26.2	0.0	0	1.7	-26.2
41	Idaho	1.0	-25.1	0.0	0	1.0	-25.1
42	District of Columbia	0.6	-16.0	0.0	0	0.6	-16.0
43	Guam	0.2	-33.7	0.0	0	0.2	-33.7
44	Nebraska	0.2	23.1	0.0	0	0.2	23.1

1. Includes shipments, receipts and intrastate commerce.
2. Total may not equal column sum due to rounding.
3. Foreign tons adjusted for CY 2001.

U.S. Waterborne Container Traffic by Size in 2002
(Number in Thousands and Percent Change from 2001)

Container Size (feet)	Domestic		Foreign[1]		Total	
	Number	%	Number	%	Number	%
Total	**1,033**	N/A	**10,436**	**9.0**	**11,469**	N/A
≤ 20	194	N/A	2,851	6.1	3,045	N/A
21–40	683	N/A	7,151	9.2	7,834	N/A
41–45	146	N/A	428	28.2	574	N/A
> 45	10	N/A	6	-6.0	16	N/A
Average	35.7	N/A	34.7	0.3	34.8	N/A

1. Foreign does not include empty containers. 1.0 million foreign containers of unknown sizes and 349 less than full containers were pro-rated.

U.S. Waterborne Container Traffic by Region in 2002
(Loaded and Empty in Thousands of TEU's[1])

Region	Domestic[2]		Foreign		Total	
	Loaded	Empty	Loaded	Empty	Loaded	Empty
Total[3]						
Inbound	**1,506**	**338**	**12,875**	**N/A**	**14,381**	**N/A**
Outbound	**1,506**	**338**	**6,804**	**N/A**	**8,310**	**N/A**
Atlantic						
Inbound	508	60	5,028	N/A	5,536	N/A
Outbound	490	60	3,253	N/A	3,743	N/A
Gulf						
Inbound	41	12	653	N/A	694	N/A
Outbound	60	12	696	N/A	756	N/A
Pacific						
Inbound	956	266	7,195	N/A	8,151	N/A
Outbound	956	266	2,855	N/A	3,811	N/A

1. TEU = Twenty Foot Equivalent Units. Foreign empties not included.
2. A domestic container is counted as an inbound and outbound movement.
3. Total includes less than 500 TEU's for the Great Lakes.

Vessel Facts

- Domestic vessel operating companies operating vessels on U.S. waterways increased 0.1% from 2001 to 2002 from 2,598 to 2,624 companies.
- U.S. Flag Vessels current through September 30, 2003 and arranged by age can be found at www.iwr.usace.army.mil/ndc/factcard/fc03/fcflagves.htm. The building frenzy in early 1978–1981 apparently contributed to a 21.5% increase in the 21–25 year age group and 55% loss in the 16–20 year age category.

Ports and Waterways Facts

- The 12,000 miles of inland and intracoastal waterways, like highways, operate as a system, and much of the commerce moves on multiple segments. They serve as connecting arteries, much like neighborhood streets help people reach interstate highways.
- Waterways are operated by the Corps as multi-purpose, multi-objective projects. They not only serve commercial navigation, but in many cases also provide hydropower, flood protection, municipal water supply, agricultural irrigation, recreation, and regional development.
- Forty-one states, 16 state capitals and all states east of the Mississippi River are served by commercially navigable waterways.
- Louisiana has over 1000 port facilities (Texas has an equal number) on 2000 miles of channels maintained by the Corps.
- Nearly 500 U.S. grain transfer facilities are served by water transportation with the largest number, over 125 facilities, located on the Upper Mississippi River and the Illinois Waterway.
- The state of Kentucky has the longest shoreline along any one inland waterway, 664 miles on the Ohio River.
- The state of Michigan has deep draft port facilities on 4 Great Lakes. Pennsylvania and New York have ports along both the Great Lakes and the Atlantic Coast.
- The port areas of New York/New Jersey, Seattle and San Francisco have the largest number of ferry passengers in the U.S.
- The deep-water port located furthest from the sea is Baton Rouge, LA at miles 168 to 255 above the Head of Passes on the Mississippi River.
- On the west coast over 80 container cranes, 20 having an outboard reach in excess of 160 feet, are located at the two ports of Long Beach and Los Angeles. Over 40 container cranes, 11 having an outboard reach in excess of 160 feet, are at the two ports of Seattle and Tacoma.
- The Port of New York/New Jersey operates the greatest number of container cranes, 50, on the east coast.

Trust Fund Facts

- The Inland Waterway Trust Fund earned $99.04 million in FY 2003. This included $89.52 million paid by the barge and towing industry and $9.52 million interest. The Fund disbursed $101.6 million for construction projects leaving a balance of $391.6 million.
- The FY 2003 Harbor Maintenance Trust Fund equity grew 11.7% from FY 2002 to $2.09 billion. Total receipts grew 6.6% to $758 million. The taxes from domestic commerce of $40.6 million grew 58.7% over the previous year. The taxes collected from imports grew 14.6% to $624.4 million. All transfers totaled $585.9 million (U.S. Army Corps of Engineers received $568.9 million), a decrease from FY 2002's $639.9 million.